

I disagree with the idea of putting speed limiters on large trucks. According to AAA statistics in recent years, the majority of crashes between cars and large trucks (up to 75 percent) are caused by the drivers of the cars, not the trucks. There are approximately 50,000 deaths on U.S. highways each year. Of those, 5,000 are truck-related fatalities. If you apply the above statistics, then only 3 percent of deaths on U.S. highways are the fault of truck drivers.

Much of the support for limiting the speed of large trucks stems from the recent Large Truck Crash Causation study. In this study, the number one truck driver-related factor in crashes is prescription drug use. The number two driver-related factor is traveling too fast for conditions (on the part of the truck driver). However, "traveling too fast for conditions" may include traveling at 35mph on icy roads, 40mph on a curve or exit ramp, or 45mph in slower moving traffic. So in many cases, a speed limiter will not change these statistics.

One recent high profile crash in Florida resulted in the deaths of several school children, including five from one family. The truck driver confessed to being awake for 36 consecutive hours. He was driving a truck that was equipped with a speed limiter.

Before you consider a rulemaking, please consider the following:

How many truck related fatalities/injuries are the fault of the truck drivers?

How many crashes occurred at speeds of 68mph or higher?

How many truck related fatalities involve large trucks that are already governed at 68mph or slower?

If we plan to reduce the number of highway deaths, I propose a rule that would limit the speeds of cars, pick up trucks, and SUV's. Even if we start only with the cars that teenaged drivers are using, we would make tremendous progress, as statistically, the number one cause of death among teenagers is car crashes.

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